

CLASSIFIED MESSAGE

DATE 2335Z 25 JAN 63

~~SECRET~~

ROUTING

1	4
2 C/DD	5
3	6

TO : DIRECTOR

EO 12958 3.3(b)(1)>25 rs

FROM :

ACTION: OSA (1,2,3,4,56,7,8,9,10)

INFO : S/C (11)

APPROVED FOR RELEASE
DATE: AUG 2007

TOR 0029Z 26 JAN 63

PRIORITY

IN 63863

205

TO PRITY INFO CITE 7913
 OXCART
 NO NIGHT ACTION

1. ACFT 124 MADE FLIGHT 9, 25 JAN 63. DURATION 1 HOUR, 16 MIN.
 GROSS WEIGHT 75,000 LBS, CG 20.3 PER CENT. MAXIMUM SPEED M .95,
 MAXIMUM ALTITUDE 44,000 FT. PILOT BILL PARKS, PURPOSE OF FLIGHT,
 DRY REFUELINGS OF 124 WITH THE KC-135 ACFT AND CHECK OF THE NEW
 COMMUNICATION SYSTEM BETWEEN TANKER AND ALSO TO CHECK
 REFUELING WITH THE ADJUSTABLE SEAT.

2. NORMAL AB TAKE OFF WAS MADE FOLLOWED BY CLIMB TO 28,500 FT
 AND M .8. ALL FLYING WAS DONE AT M .8 BETWEEN 28,500 AND 31,000.
 NUMERIOUS HOOK-UPS WERE MADE WITH THE SEAT FULL DOWN WHICH SHOWED
 MUCH BETTER VISIBILITY AND EASIER HOOD-UPS, HOWEVER IT WOULD BE
 DESIRABLE TO LOWER THE SEAT MORE AND THIS WILL BE ATTEMPTED.

3. A HOOK-UP WAS THEN ACCOMPLISHED WITH DAMPERS OFF AND
 DEPENDING ON THE BACK UP PITCH DAMPER ONLY. THE LATERAL WAS VERY
 BAD TO CONTROL AND THE PITCH WAS DIFFICULT. HOWEVER REFUELING
 COULD BE DONE.

~~SECRET~~

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED.

Copy No.

~~SECRET~~

[] 7913 (IN 63863)

PAGE TWO

4. A HOOK-UP WAS THEN ATTEMPTED WITH THE SEAT FULL UP IN THE OLD FIXED SEAT POSITION BUT COULD NOT BE COMPLETED. THIS SEAT POSITION IS VERY BAD.

5. DUE TO EXCESSIVE AIRLINE TRAFFIC IN THE AREA THE ACFT WAS CLIMBED TO 44,000 FT AND RETURNED HOME. A NORMAL DRAG CHUTE LANDING WAS MADE.

END OF MESSAGE

~~SECRET~~